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NOTICE

The undermentioned Gazettes of India Extraordinary were published upto the 16th December, 1959 :—

Issue No.	No. and date	Issued by	Subject
154	G.S.R. 1377, dated 10th December, 1959.	Ministry of Food and Agriculture.	The Delhi (Guest Control) Order, 1959.
	G.S.R. 1378, dated 10th December, 1959.	Do.	The Delhi Rice (Export Control) Order, 1959.
155	G.S.R. 1379, dated 12th December, 1959.	Do.	Direction that powers in respect of manufacture of sugar by the open pan process within Madhya Pradesh, shall also be exercisable by the Government of Madhya Pradesh.
	G.S.R. 1380, dated 12th December, 1959.	Do.	Direction that powers in respect of manufacture of sugar by the open pan process within Punjab, shall also be exercisable by the Government of Punjab and the Joint Director, Village Industries-cum-Joint Registrar, Co-operative Societies, Punjab.
156	G.S.R. 1381, dated 15th December, 1959.	Ministry of Finance	Declaration that Section 13 of the Securities Contracts (Regulation) Act, 1956, shall apply to the municipal limits of Calcutta and Howrah.

Issue No.	No. and date	Issued by	Subject
157	G.S.R. 1397, dated 16th December, 1959.	Ministry of Food and Agriculture.	Direction that powers in regard to regulation of transport in relation to stocks of sugar held in the State Madras, shall also be exercisable by the Commissioner of Civil Supplies and Commercial Tax Officers in that State within their respective jurisdiction.
158	G.S.R. 1398, dated 16th December, 1959.	Ministry of Finance .	Notification of date before which the Reserve Bank may request the Central Government to have the matter of the amount of compensation referred to the Tribunal.

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of these Gazettes.

PART II—Section 3—Sub-section (i)

General Statutory Rules (including orders, bye-laws etc. of a general character) issued by the Ministries of the Government of India (other than the Ministry of Defence) and by Central Authorities (other than the Administrations of Union Territories).

MINISTRY OF HOME AFFAIRS

New Delhi, the 16th December 1959

G.S.R. 1403.—In exercise of the powers conferred by section 2 of the Union Territories (Laws) Act, 1950 (30 of 1950) and in modification of the notification of the Government of India in the Ministry of Home Affairs No. G.S.R. 1228, dated the 23rd December, 1958, the Central Government hereby makes the following modification to the Bombay Vidarbha Region Agricultural Tenants (Protection from Eviction and Amendment of Tenancy Laws) Act, 1957, as extended to the Union territory of Manipur, namely:—

In the Bombay Act aforesaid, for sub-section (4) of section 1, the following sub-section shall be substituted, namely:—

“(4) This Act shall remain in force up to and inclusive of the 30th day of June, 1960.”

[No. 9/10/58-Judl.II.]

K. R. PRABHU, Dy. Secy.

ORDER

New Delhi, the 16th December 1959

G.S.R. 1404.—In pursuance of Clause (22) of Article 366 of the Constitution of India, the President is hereby pleased to recognise Raja Pratap Chandra Singh

Mardaraj Jagadeb as the Ruler of Hindol (Orissa) with effect from the 27th October 1959, in succession to late Raja Nabakishore Chandra Singh Mardaraj Jagadeb.

[No. F. 8/17/59-Poll.III.]

V. VISWANATHAN, Special Secy.

MINISTRY OF FINANCE

(Department of Economic Affairs)

New Delhi, the 16th December 1959

G.S.R. 1405.—In pursuance of clause (b) of sub-section (1) of section 21 of the State Bank of India Act, 1955 (23 of 1955) read with Regulations 48 and 49(1) of the State Bank of India General Regulations, 1955, the Central Government, in consultation with the Reserve Bank of India, hereby re-nominates the following persons to be members of the New Delhi Local Board with effect from the 1st January, 1960:—

1. Shri Kirpa Narain,
4, Raj Narain Road,
Civil Lines, Delhi.
2. Bhai Mohan Singh,
28A, Prithvi Raj Road,
New Delhi.
3. Sahu Jagdish Prasad,
C/o Messrs. L.H. Sugar Factories and
Oil Mill Private, Limited,
Pilibhit (U.P.).

[No. F. 8(76)59-SB.]

A. BAKSI, Jt. Secy.

(Department of Revenue)

CUSTOMS

New Delhi, the 26th December 1959

G.S.R. 1406.—In exercise of the powers conferred by section 155 of the Sea Customs Act, 1878 (8 of 1878), the Central Government hereby makes the following further amendment in the Denatured Spirit (Ascertaining and Determining) Rules, 1957, published with the notification of the Government of India, Ministry of Finance (Department of Revenue), No. 140-Customs, dated the 6th July, 1957, namely:—

In the said Rules, in rule 16, after the item "Self-Starter lighting fluids" the item "Emulsifying and Stabilising agents used in various industries" shall be inserted.

[No. 167.]

[F. No. 24/11/59 Cus. III.]

M. A. RANGASWAMY, Dy. Secy.

MINISTRY OF COMMERCE AND INDUSTRY

TEA CONTROL

New Delhi, the 18th December 1959

G.S.R. 1407.—In exercise of the powers conferred by sub-section (1) of section 50 of the Tea Act, 1953 (29 of 1953), the Tea Board hereby makes the following

further amendment in the Tea Board By-laws, 1955, the same having been confirmed by the Central Government as required by sub-section (2) of the said section, namely:—

In the said by-laws,—

in clause (2) of by-law 28, for the words "Director of Production Control", the words "Director of Tea Development" shall be substituted.

[No. 8(12)Plant(A)/59.]

P. V. RAMASWAMY, Under Secy.

(Department of Company Law Administration)

New Delhi, the 19th December 1959

G.S.R. 1408.—In exercise of the powers conferred by sub-section (1) of section 641 of the Companies Act, 1956 (1 of 1956), the Central Government hereby makes the following alteration in Part II of Schedule V to the said Act, namely:—

In the form given under the item "5. List of Past and Present Members and Debenture Holders", after the column with the heading "Names, addresses, descriptions and occupations, if any", a new column with the heading "Father's/Husband's name" shall be inserted.

[No. 28/2/59-PR.]

T. S. MENÓN, Under Secy.

MINISTRY OF FOOD AND AGRICULTURE

(Department of Food)

New Delhi, the 16th December 1959

G.S.R. 1409/Ess.Com/Sugarcane.—In pursuance of proviso (c) to the notification of the Government of India in the Ministry of Food and Agriculture No. G.S.R. 1187/Ess.Com/Sugarcane, dated the 25th October, 1959, the Central Government have determined that a rebate not exceeding one-fourth of a seer per maund (or 0.625 Kilogram per quintal) of sugarcane shall be admissible on account of the weight of binding material where sugarcane is brought bound in bundles and is weighed in bundles.

[No. 12-1/59-SV.]

PARTAP SINGH, Under Secy.

MINISTRY OF WORKS, HOUSING AND SUPPLY

(Central Boilers Board)

New Delhi, the 17th December 1959

G.S.R. 1410.—The following draft of a further amendment to the Indian Boiler Regulations, 1950, which the Central Boilers Board proposes to make in exercise of the powers conferred by section 28 of the Indian Boilers Act, 1923 (V of 1923), is published as required by sub-section (1) of section 31 of the said Act, for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 15th March, 1960.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Boilers Board. Such objections or suggestions should be addressed to the Secretary, Central Boilers Board, Ministry of Works, Housing and Supply, North Block, New Delhi.

Draft Amendment

In the said regulations, in regulation 4, in sub-clause (iv) of clause (c), the following paragraph shall be inserted at the end, namely:—

“In case where the original certificate from well known steel makers in form IV is not producible, owing to such certificate containing details of plates used for other purposes also, an extract from the original certificate duly signed by the makers of the boilers and countersigned by the Inspecting Authority shall be acceptable in lieu of the certificate in form IV, provided all information required in form IV are furnished in the extract.”

[No. S&P-II/BL-9(17)/59.]

M. N. KALE, Secy.

MINISTRY OF IRRIGATION AND POWER
(Central Electricity Board)

New Delhi, the 26th December 1959

G.S.R. 1411.—The following draft of certain amendments which the Central Electricity Board proposes to make, in exercise of the powers conferred by section 37 of the Indian Electricity Act, 1910 (9 of 1910), in the Indian Electricity Rules, 1956, is hereby published for the information of persons likely to be affected thereby as required by sub-section (1) of section 38 of the said Act. Notice is hereby also given that the said draft will be taken into consideration by the Board on or after the expiry of three months from the date hereof. Any objection or suggestion which may be received by the Board from any person with respect to the draft before the aforesaid date, shall be considered by the Board.

Draft Amendments

In the said rules—

- (1) for the words “Electric Inspector”, wherever they occur, the words “Electrical Inspector” shall be substituted;
- (2) in sub-rule (2) of rule 11, for the word, brackets and figure “sub-section (3)”, the word, brackets and figure “sub-section (2)” shall be substituted;
- (3) in sub-rule (1) of rule 24, for the words, brackets, letters and figures “clause (b) of sub-section (3) of section 4”, the words, brackets, figures and letter “sub-section (1) of section 4A” shall be substituted;
- (4) in Annexure III—
 - (i) in sub-clause (1) of clause 10—
 - (a) for the words, brackets and figures “sub-section (1) of section 7”, occurring for the first time, the words, brackets and figures “sub-section (1) of section 6” shall be substituted;
 - (b) for the words, brackets and figures “sub-section (1) of section 7”, occurring for the second time, the words, brackets figures and letter “sub-sections (1) and (2) of section 7A” shall be substituted;
 - (c) for the words “under the second proviso to that sub-section”, the words, brackets, figures and letter “under the proviso to sub-section (4) of section 7A” shall be substituted;
 - (ii) in sub-clause (2) of clause 10, for the words and figures “section 5 or section 7”, the words and figures “section 5 or section 6” shall be substituted; and
 - (iii) in the Note to clause 11, for the figures “3, 4, 7, 10, 11, 12, 21, 22”, the figures and letters “3, 4, 6, 10, 11, 12, 21, 22, 22A, 22B” shall be substituted;
- (5) in Annexure VII, in footnote, for the words “six or more”, the words “two or more” shall be substituted; and
- (6) in Annexure VIII, in footnote No. 2, in item (a), for the words “produce at current rates charged by the licensee, a reasonable return

to the licensee", the words and figures "assure to the licensee at the current rates charged by him, an annual revenue not exceeding 15 per centum of the cost of the service line required to comply with the requisition" shall be substituted.

[No. EL-III-3 (24)/59.]

N. S. VASANT, Secy.

MINISTRY OF TRANSPORT AND COMMUNICATIONS

(Departments of Communications and Civil Aviation)

New Delhi, the 17th December 1959

G.S.R. 1412.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules, namely, The Posts and Telegraphs Directorate (Air Mail Accounting Clerks) Recruitment Rules, 1959.

1. **Short Title.**—These rules may be called the Posts and Telegraphs Directorate (Air Mail Accounting Clerks) Recruitment Rules, 1959.

2. **Application.**—These rules shall apply to the post specified in column 1 of the Schedule to these rules.

3. **Method of recruitment etc.**—The method of recruitment to the post aforesaid, and other matters connected therewith shall be as specified in columns 2 to 5 of the said Schedule.

SCHEDULE
(See rules 2 and 3)

1	2	3	4			5
Name of post	Classification (whether gazetted or non-gazetted and whether ministerial or non-ministerial)	Scale of pay	Method of recruitment, whether by direct recruitment or by promotion or transfer and percentage of the vacancies to be filled by various methods			Grades/sources from which promotions are to be made.
			Direct recruitment	Promotion	Transfer	
			By selection	Seniority-cum-fitness		
Air Mail Accounting Clerks	General Central Service Class III, Non-gazetted and Ministerial.	Rs. 80—5—120—EB-3—200—10/2—260.	100% by transfer
						Permanent Railway Mail Service Sorters (Scale of pay Rs. 60—4—120—EB—5/170) working in the Posts and Telegraphs Subordinate Offices who have put in not less than 10 years service (including temporary continuous service) in any such office.

[No. 17-3/59-Admn.]

New Delhi, the 16th December, 1959

namely:— **G.S.R. 1413.**—In exercise of the powers conferred by article 309 of the Constitution, the President hereby makes the following rules,

THE POSTS AND TELEGRAPHS WORKSHOPS ORGANISATION (EXCHANGE INSPECTORS, GRADE I) RECRUITMENT RULES, 1959.

1. **Short title.**— These rules may be called the Posts and Telegraphs Workshops Organisation (Exchange Inspectors, Grade I) Recruitment Rules, 1959.
2. **Method of recruitment.**— The method of recruitment to the posts of Exchange Inspectors, Grade I, in the Bombay Telephone Workshops of the Posts and Telegraphs Workshops Organisation and certain other matters connected therewith, shall be as in the Schedule herewith annexed.

THE SCHEDULE
(See Rule 2)

Name of post	1st classification, whether gazetted or non-gazetted and whether ministerial or non-ministerial	Scale of pay	Percentage of posts to be filled by			Grades/sources from which promotions are to be made	Probation
			Direct recruitment	By selection	Seniority-cum-fitness		
1	2	3	4	5	6	7	8
Exchange Inspector, Grade I.	Class III—Non-gazetted Non-ministerial.	Rs. 100—8— 140—10— 300.	Nil	Nil	100% on the basis of seniority-cum-fitness.	Exchange Inspector, Grade II, with a minimum of 3 years' service as Exchange Inspector, Grade II.	Appointments to be made on a probation of two years.

[No. 2-WF(6)/59.]
B.G. DESHMUKH, Under Secy.

(Department of Transport)
(Transport Wing)

PORTS

New Delhi, the 19th December 1959

G.S.R. 1414.—The following draft of certain rules, which the Central Government propose to make in exercise of the powers conferred by sub-section (1) of section 6 of the Indian Ports Act, 1908, (15 of 1908) and in supersession of the Port of Cochin (Petroleum) Rules, 1955, published with the notification of the Government of India in the Ministry of Transport, No. 6-PH(86)/53, dated the 9th May, 1955, is published, as required by sub-section (2) of the said section, for the information of persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration after the 20th January, 1960.

Any objection or suggestion, which may be received from any person with respect to the said draft before the date specified, will be considered by the Central Government.

DRAFT RULES

1. Short title and application.—(1) These rules may be called the Port of Cochin Petroleum Rules, 1959.

(2) They shall apply to the Port of Cochin.

SECTION I

Vessels carrying petroleum (including dangerous petroleum) in bulk or packed petroleum and its products as cargo on board.

2. Hoisting of flag on arrival.—The master of every vessel carrying dangerous or non-dangerous petroleum in bulk or in cases as cargo on board shall, on arrival at the Port, hoist flag 'B' of the International Code of Signals at the fore and shall during the day keep such flag flying and during the night exhibit a red light visible all-round the compass at the fore or where it can best be seen.

3. Exhibition of red flag by harbour craft.—Every harbour craft carrying petroleum shall exhibit, during the day, a large square red flag in such a position as may be visible all round the compass and during the night a red light visible all round the compass.

4. Berthing of vessels.—Vessels carrying petroleum in bulk shall normally be berthed in the special oil berth and shall not be piloted into the Port on the strength of the flood tide or taken out on the strength of ebb tide:

Provided that in exceptional cases when oil berths are not available, owing to dredging operations or to lack of vacant oil berths, vessels carrying petroleum in bulk as cargo on board may be berthed in other berths, subject to the previous permission in writing of the Conservator of the Port.

5. Precautions to be taken in berthing vessels amongst other shipping etc.—No vessel carrying petroleum in bulk as cargo on board shall be taken amongst other shipping (unless proceeding to an oil berth or to another berth according to the directions of the Deputy Conservator of the Port) or berthed at a berth other than an oil berth or allowed to enter the Dry Dock until her Master produces a certificate granted by an officer appointed by the Central Government in this behalf that such officer has examined the tanks with the aid of a vapour testing instrument and that the vessel is free from dangerous vapour and is in a fit state to enter the dock.

6. Other precautions.—(1) No vessel carrying dangerous petroleum in bulk shall load or discharge general cargo unless all the tank hatches are effectively closed.

(2) No member of the crew of any harbour craft going along side a vessel carrying petroleum shall have in his possession matches or any other inflammable material.

(3) No harbour craft containing dangerous petroleum shall cast off in such manner as may involve risk of collision when other vessels are manoeuvring in the vicinity.

(4) The Master or any other person for the time being in charge of any vessel having petroleum on board shall take effective measures for preventing the escape of petroleum from the vessel by leakage or otherwise.

(5) No vessel shall approach within two hundred feet of any vessel discharging dangerous petroleum in bulk in the Port of Cochin, except with the previous permission of the Conservator of the Port obtained in writing and in conformity with any direction that may be issued by him in that behalf. This rule shall not apply to vessels with a pilot on board and manoeuvring in turning basin in Ernakulam channel opposite to oil jetties.

(6) The oil barges used for bunkering vessels in the harbour shall be seaworthy, manned, equipped and employed in accordance with the Petroleum Rules, 1937. Responsible deck and engine room officers of the ship shall supervise the operations take all necessary safety precautions on board the vessel receiving oil bunkers.

SECTION II

Bulk oil vessels discharging and loading dangerous petroleum at the Port of Cochin.

7. Notice to Deputy Conservator.—Before any dangerous petroleum is landed or loaded the owner, agent or master of the bulk oil vessel shall give due notice to the Deputy Conservator.

8. Place of loading or discharging.—Dangerous petroleum in bulk shall only be loaded or discharged at the Ernakulam Oil Jetties except under special circumstances as provided in rule 4.

9. Ventilation of holds etc.—Before any dangerous petroleum contained in casks, barrels or other containers is landed, the holds of a bulk oil vessel having on board such containers shall be thoroughly ventilated, and after all dangerous petroleum has been removed from any bulk oil vessel, the holds and tanks shall be rendered free from inflammable vapour.

10. Discharge of petroleum.—(1) Dangerous petroleum may be discharged day or night subject to the provision of rule 12, but such discharge must commence before sunset and should anything occur during such discharge after sunset to necessitate a repair to the plant, pipes or connections, or to interfere in any way with the uninterrupted discharge of the dangerous petroleum such discharge shall be discontinued until after sunrise.

Provided that if tank ships have been connected to shore pipelines, and they have commenced discharge of non-dangerous petroleum in bulk or flushed the pipelines by pumping water before sunset, they may thereafter commence discharge of dangerous petroleum in bulk even though discharge of dangerous petroleum is actually commenced after sunset.

(2) Bulk oil vessels which conform to the requirements of Annexure I to these rules shall be permitted to discharge by steam from their own boilers or by internal combustion engines placed in a position remote from cargo holds and pump rooms.

(3) In bulk oil vessels conforming with Annexure I and having the cargo pump driven by electric motor, the electric motor must be of approved design and its connections shall be isolated from the cargo pump by a gas-tight bulk-head of sufficient height to preclude the possibility of inflammable vapour entering the motor compartment. A gas-tight gland shall be fitted where the driving shaft passes through the bulk head.

11. Precautions while raising steam on board.—In the event of it being necessary to interrupt pumping in order to raise steam on board the oil pipes in the vicinity of the vessel shall be flushed with water and the valve on pier head shall be closed before the boiler fires are lighted.

12. Restrictions on use of electric power.—The use of electric power while loading or discharging dangerous petroleum is not permitted unless the vessel's electrical installation complies with Lloyd's or other approved Society's requirements for electric fittings for ships carrying oil having a flash point less than 150° F.

13. By-pass valve.—Every vessel discharging dangerous petroleum shall be fitted with a by-pass valve on the discharge side of the pump having a connection back to the ships tanks.

14. Use of fire or light.—From the time when the holds or tanks of a bulk oil vessel are first opened for the purpose of loading or landing dangerous petroleum until such time as all dangerous petroleum shall have been loaded into or removed from such holds or tanks and the holds or tanks shall have been securely closed down and, in the case of landing, rendered free from inflammable vapour as required by this rule, there shall be no fire or artificial light on board such ship or at or near the place where the dangerous petroleum is being loaded or landed:

Provided that this rule shall not prohibit boiler fires in the case of vessels conforming to the requirements of Annexure I to these rules:

Provided also that this rule shall not prevent the use of lamps, heaters, cookers or other similar type of safe apparatus, electric or otherwise, so designed, constructed and maintained as to be incapable of igniting inflammable vapour.

15. Prohibition of smoking etc.—The owner, agent or master of the bulk oil vessel shall take adequate steps to prevent any person under his control from smoking at or near the place where dangerous petroleum is being landed or loaded and to prevent any person engaged in such landing or loading from carrying fuses, matches or any appliances, whatsoever for producing ignition.

16. Precautions while loading and discharging.—(1) Armoured hose shall be used to connect the valves on board to the pipeline on shore and all the connections shall be made completely leak-proof before the discharge or loading of petroleum in bulk is commenced.

(2) All pipes and other appliances used in the landing and loading of dangerous petroleum in bulk shall be free from leakage.

(3) When a ship has finished discharging or loading petroleum other than heavy petroleum the pipeline shall be immediately emptied of petroleum by pumping water through the line.

(4) The Chief Inspector of Explosives may, by written order, grant exemptions in any particular case from the provisions of sub-rules (1) and (3).

17. Loading or landing to be done diligently.—When the landing or loading of dangerous petroleum has been commenced such landing or loading shall be proceeded with, with due diligence, and if it is discontinued, the tanks and holds of the petroleum ship shall immediately be closed.

18. Precaution of escape of petroleum.—No dangerous petroleum shall be discharged or allowed to escape into the waters of the Port.

19. Precautions against fire.—(1) The owner, agent or master of bulk oil vessel shall take all due precautions for the prevention of accident by fire in landing or loading dangerous petroleum.

(2) Iron or steel hammers or other instruments capable of causing a spark shall not be used for the purpose of opening or closing the hatches or tank lids of a petroleum ship, nor shall the chipping of iron rust or paint be carried on in the vicinity.

(3) Fires and lights (other than electric filament lamps and/or self-contained electric lamps, heaters, cookers or other similar type of safe apparatus, so designed, constructed and maintained as to be incapable of igniting inflammable vapour) shall not be used upon the quay upon which dangerous petroleum is being landed or loaded or upon which dangerous petroleum is lying.

20. Distance between petroleum vessels.—Two or more petroleum ships shall not, except for purpose of transshipment, lie within one hundred feet of one another unless in the opinion of the Deputy Conservator of the Port it is impracticable to maintain such distance.

21. Responsible Officer to be on board.—During the time that any bulk vessel is in the Port, a responsible officer and engineer of the vessel must always be on board, night and day, to carry out and give effect to the provisions of these rules.

In the absence of the master, the responsible officer is the Senior Deck Officer on Board. When loading or discharging is proceeding or about to be started, it is absolutely essential that the master or chief officer and either the Chief or the Second Engineer must be on board and see that every necessary precaution is taken for the safety of the vessel and her cargo and during all such time the engines, boilers and machinery shall be maintained in working order so that the vessel may be moved as soon as steam can be raised, if so required by the Deputy Conservator of the Port.

22. Other precautions.—(1) Every vessel having petroleum other than fuel oil on board as cargo, whilst moored in the Port, shall keep the end of a wire hawser having an eye, paid out to the water's edge at the bow and stern to enable a tug to take hold in case of emergency.

(2) Every vessel having petroleum other than fuel oil on board as cargo when discharging or loading or while hatches are open shall have her fire hoses connected and all fire extinguishing appliances ready for immediate use and if the petroleum being loaded or discharged or stowed in the holds is dangerous petroleum, all awnings shall be furled.

23. Admission to enclosed oil jetties.—(1) Admission to the enclosure (on Ernakulam foreshore) within which the exchange pit and the like are situated and to the Ernakulam Oil Jetties shall, if the Conservator of the Port so directs, be regulated by means of permits which shall on application, be issued by him or by an officer authorised by him in this behalf, to such of the public as have business to transact within the above premises in somewise connected with the purposes, services or works of the Port.

(2) Persons carrying fuses, matches or any appliances whatsoever for producing ignition shall not be permitted to enter the premises mentioned in the above rule.

SECTION III

Handling of packed petroleum and its products

24. Landing of packed petroleum.—Packed petroleum and its products shall be landed at jetties provided for the purpose, or in barges or lighters and only at such places as the Deputy Conservator of the Port may direct. A list of dangerous petroleum and its products and other inflammable liquids flashing below 76 degrees F. is given in Annexure II to these rules. This list, however, is for guidance only and is not exhaustive. Any other commodity which (by virtue of its composition and property) is capable of being classified under the categories of dangerous petroleum and its products and/or other inflammable liquids flashing below 76 degrees F. shall be dealt with according to the rules set down herein.

25. Notice before discharge of consignment.—Steamer Agents of vessels having packed petroleum and its products for discharge at the Port shall advise in writing the Deputy Conservator of the Port and the Traffic Manager of the Port at least a week in advance of the vessel's expected date of arrival. Similar notice should be given both by the shippers and the steamer agents in the case of consignments for shipment.

26. Maximum quantity to be landed or shipped.—No more than one thousand gallons of dangerous and/or six thousand gallons of non-dangerous petroleum and its products shall be landed or shipped at the wharf by any one particular vessel.

27. Permission prior to landing or shipment of petroleum and its products.—No imported petroleum and its products shall be landed except with the permission of the Deputy Conservator of the Port and the Collector of Customs. Similarly, no petroleum or its products shall be shipped by vessels or loaded into lighters for shipment without the prior permission of the Deputy Conservator. The specific written permission of the Traffic Manager of the Port should also be obtained before packed petroleum and its products are discharged at or brought for shipment to the Willingdon Island wharves.

28. Petroleum Rules to be complied with.—Petroleum and its products shall be contained in receptacles complying with the provisions of Rule 27 or 28 of the Petroleum Rules, 1937, as the case may be.

29. Receptacles to be free from leakage etc.—No petroleum or petroleum product contained in casks, drums, or other receptacles shall be landed or shipped unless such receptacles are free from leakage and are of such strength and construction as not to be liable to be broken or to leak except in case of gross carelessness or extraordinary accident. The Steamer Agents in the case of imports and the shippers in the case of exports should furnish a certificate to the effect that the receptacles comply with the above rules.

30. Time of loading and discharging.—Vessels shall not normally load or discharge packed petroleum and its products except between the hours of sunrise and sunset. In exceptional cases discharging or loading may be permitted with the prior written permission of the Deputy Conservator or the Traffic Manager, as the case may be, under the conditions laid down in the said permission.

31. Precautions.—(1) Special arrangements to maintain a thoroughly efficient watch and ward shall be made by the ship and all necessary precautions against fire or smoking shall be strictly observed whilst the vessel is at the wharf berth. Similar arrangements shall be made on shore as well. Every care shall be taken to safeguard the ships at the adjoining berths. A clearance of at least 50 ft. should be maintained between the vessel handling petroleum and its products and the vessels at the adjoining berths unless, in the opinion of the Deputy Conservator, of the Port it is impracticable to maintain such distance the clearance may be reduced to not less than twenty five feet.

(2) An officer serving on board the vessel, who holds a certificate of competency, not lower than that of a second mate, should be on duty at the hatch from which any petroleum and its products are being discharged, or into which they are being shipped, until the discharge or shipment is completed. On shore, the operations should be conducted under the immediate supervision of an officer of the Port not lower in rank than an Assistant Wharf Superintendent.

(3) No fire, naked light of any description, and no smoking shall be allowed within fifty feet of the vessel handling petroleum and its products.

(4) No inflammable cargo other than packed petroleum or other petroleum products shall be landed or shipped at the same time.

(5) No person engaged in landing or loading petroleum and its products shall carry fuses, matches or any other appliance for producing ignition or explosion.

(6) Buckets containing dry sand shall be placed at convenient points; the fire pumps with foam connection shall stand by on either side of the vessel handling petroleum and its products.

32. Leaky Receptacles.—The Steamer Agents and the shippers shall see that the receptacles are carefully examined and no leaky receptacles are landed or shipped. In the case of imports, any leaky receptacles found shall be kept aside on board and shall not be landed along with sound ones. After the sound receptacles are completely landed and are either removed to the petroleum shed or cleared from the wharf premises, the contents of the leaky receptacles shall be transferred into sound containers in lighters on the off side of the vessel, under the supervision of the Preventive Officer on duty on board the discharging vessel. The Steamer Agents shall have to do this at their own risk and expense. These receptacles shall then, and only then, be landed and transported carefully to the petroleum shed or cleared from the wharf premises, as the case may be. In the case of cargo for shipment, it should be brought into the wharf premises, only if the receptacles comply with rules 28 and 29 and are in sound condition. The contents of any leaky receptacle should be transferred into sound container outside the wharf premises to the satisfaction of the Assistant Wharf Superintendent on duty before it is taken into the wharf premises.

33. Approval by Deputy Conservator.—In respect of discharge or shipment of packed petroleum and its products, by means of cargo lighters, the boats and their equipment must be approved by the Deputy Conservator of the Port and his written permission to conduct such operations must be obtained in advance of the vessel's expected date of arrival. When harbour craft are used for the landing or shipment of non-dangerous petroleum, the quantity of such petroleum afloat in harbour craft at any time should in no case exceed sixteen thousand imperial gallons and not more than twelve harbour craft, of which not more than six shall be wooden harbour craft, should be used for the purpose at the same time. In

the case of dangerous petroleum, the limit afloat in Harbour craft is restricted to six thousand imperial gallons or twenty tons.

34. Other requirements.—(1) All harbour craft and sailing vessels carrying packed petroleum and its products, will proceed only under tow within the Port limits. Landing and shipping operations must be conducted without delay. Harbour craft containing such petroleum are not permitted to idle alongside any vessel.

(2) The requirements of rules 31 and 32 should also be complied with in respect of vessels handling dangerous petroleum overside in the stream.

(3) During the loading or discharge of packed petroleum and its products at any hatch, no other cargo shall be handled at the hatch.

(4) Not more than twenty-four hundred imperial gallons of packed petroleum may be shipped into or landed from a sailing vessel or transhipped from another vessel into a sailing vessel.

(5) General cargo and non-dangerous petroleum may be loaded into or discharged from, any vessel simultaneously provided that they are contained in separate holds; but when dangerous petroleum is being loaded into, or discharged from a vessel no other cargo should be loaded into or discharged from such vessel.

(6) No dangerous petroleum shall be in actual transit in the harbour between sunset and sunrise otherwise than in railway wagons, that is such petroleum should not be handled in any way at night nor lie afloat in harbour craft, in the harbour, at night.

(7) The Port's foam generator will always be in position at the point of landing of any dangerous petroleum before the landing commences and while it is in progress.

(8) No harbour craft containing dangerous petroleum should be in transit anywhere in the harbour while a vessel is entering or leaving the Port.

(9) While handling of dangerous petroleum is in progress, no cooking fires, smoking or lights of any description other than electric lights, complying with Rule 105 of the Petroleum Rules 1937, will be allowed anywhere on board the vessel.

(10) Leaky receptacles containing petroleum shall not be discharged from a vessel into a harbour craft containing sound receptacles.

(11) Where harbour crafts are used, not more than two thousand gallons of dangerous petroleum should be loaded into any one harbour craft.

(12) Dangerous petroleum imported must not be put into a harbour craft without the prior consent of the Deputy Conservator. In order, therefore, to avoid possible delay to vessels carrying dangerous petroleum the agents of such vessels should make early arrangements with the Deputy Conservator for the disposal of their cargo of dangerous petroleum.

(13) Dangerous petroleum intended for shipment must not be put into harbour craft without the permission of the Deputy Conservator of the Port and until the vessel, by which such petroleum is intended to be shipped, is ready to receive it.

35. Precaution of escape of Petroleum.—All due precautions shall be taken at all times to prevent any escape of petroleum during transport especially into any drain, sewer, harbour, river or water course.

36. Heavy petroleum.—Notwithstanding anything contained in the preceding Rules, if the Master of, or agent for, a ship produces a certificate that any petroleum on board is heavy petroleum, it may be discharged in the same manner as ordinary cargo:

Provided that the sampling officer may at any time require a sample of any of the petroleum to be delivered to him with a view to having it tested.

(Explanation.—Heavy petroleum means petroleum which has its flashing point not below 150° fahrenheit.

ANNEXURE I

(Vide rules 10 and 14)

Special requirements for bulk oil vessels discharging dangerous petroleum with the ship's own power

(1) Bulk oil vessels discharging dangerous petroleum with their own power shall be constructed in accordance with Llyods or other approved Society's Rules for vessels intended to carry petroleum in bulk.

(2) The propelling machinery shall be placed at the after end of the ship.

(3) The casing protecting the propelling machinery space shall be not less than 7 feet in height from the main deck.

(4) All openings in this casing shall be closed air-tight.

(5) Any other precautions deemed necessary to prevent petrol vapour entering the engine room or stockhold shall be carried out.

(6) Where steam is used for the cargo pump, it shall be supplied from the ship's main boilers and the smoke tubes uptake and funnel shall be clear of soot before commencing discharge.

ANNEXURE II

(See Rule 24)

List of dangerous petroleum and its products and other inflammable liquids flashing below 76° fahrenheit

Petroleum and other hydrocarbon oils, dangerous having a flashing point below 76° F.

1. Aviation spirit.
2. Benzene
3. Benzine (petrol)
4. Benzol
5. Benzole
6. Benzoline
7. Ethyl aviation spirit
8. Gazolene
9. Motor spirit
10. Motor car spirit.
11. Solvent oil
12. Petroleum Ether
13. Naphtha, mineral
14. Solvent naphtha
15. Toluol
16. Xylol

Other inflammable liquids, having a flashing point below 76° F.

1. Amyl alcohol
2. Bisulphide of carbon
3. Collodion
4. Ether
5. Ether Formic (Ethyl Formate)
6. Ether (Sulphuric)
7. Ethyl Accetate (Acetic Ether)
8. Pyroscyline (for photographic or similar purposes).
9. Ethyl chloride.
10. Absolute Alcohol

11. Acetone
12. C. P. Methanol
13. French Polish
14. Industrial alcohol, denatured as under:—
 - Denatured, mhowa spirit
 - Denatured spirit, ordinary
 - Denatured spirit, special
 - Methylated spirit
15. Isopropyl alcohol
16. Methyl acetone
17. Methyl alcohol
18. Power alcohol and power alcohol mixture
19. Rectified spirit (50° F. overproof and above)
20. Spirit varnish
21. Spirits, wines and cordials country (Below 50° overproof), as under:—
 - Arrack
 - Liquor
 - Mhowa spirit
 - Toddy
22. Wood naphtha or wood spirit
23. Insecticides (fluid) inflammable
24. Cements, compositions, paints, polishes and other articles partly composed of naphtha or other highly inflammable liquids.
25. Necol household cement.
26. Necoplustre
27. Paint thinners
28. Lacquers, nitro cellulose
29. Paints, nitro cellulose
30. Polishes, nitro cellulose
31. Stains, nitro cellulose
32. Varnishes, nitro cellulose
33. Cellulose Acetate Dope
34. Nitro-cellulose Dope
35. Paint and varnish removers
36. Plastic wood
37. Rawlplug Durofix
38. Rubber Solution composed of rubber and naphtha.
39. Enamels, nitro-cellulose.

N.B. This list is not exhaustive.

[No. 6B-PG(50)/58.]

New Delhi, the 16th December 1959

Ports

G.S.R. 1415.—In exercise of the powers conferred by clause (K) of sub-section (1) of section 6 of the Indian Ports Act, 1908 (15 of 1908), the Central Government hereby makes the following amendment to the Vizagapatam Harbour Craft Rules, 1950, namely:—

Amendment

To sub-rule (2a) of rule 13 of the said rules the following proviso shall be added, namely:—

"Provided that nothing contained in this sub-rule shall apply to the steam ferry "Tepparevu", carrying passengers within the port in smooth waters between the north and south banks."

[No. 17-PG(22)/59.]

G.S.R. 1416.—In exercise of the powers conferred by the proviso to section 4 of the Madras Outports Landing and Shipping Fees Act, 1885 (Madras Act III of 1885), the Central Government hereby exempts all shipment of tobacco raw country from the port of Vizagapatam from the payment of landing and shipping fees to the extent of sixty naye paise per ton.

This notification shall cease to be in force with effect from the 17th January, 1960.

[File No. 17-PG(64)/59.]

Miss I. INDIRA, Under Secy.

MINISTRY OF EDUCATION

New Delhi, the 19th December 1959

G.S.R. 1417.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following rules regulating the recruitment of persons to General Central Service Class I posts of Director of Education and the Deputy Director of Education under the Delhi Administration, namely:—

1. **Short title.**—These rules may be called the Directorate of Education, Delhi (Class I Posts) Recruitment Rules, 1959.

2. **Application.**—These rules shall apply to the posts specified in column 1 of the Schedule to these rules.

3. **Number, classification and scale of pay.**—The number of posts classification of the said posts and the scales of pay attached thereto shall be as specified in columns 2 to 4 of the said Schedule.

4. **Method of recruitment, age limit and other qualifications.**—The method of recruitment to the said posts, age limit, qualifications and other matters connected therewith shall be as specified in columns 5 to 13 of the aforesaid Schedule.

Provided that,

- (a) the maximum age limit specified in the Schedule in respect of direct recruitment may be relaxed in the case of candidates belonging to the Scheduled Castes and Scheduled Tribes and other special categories in accordance with the orders issued by the Central Government from time to time; and
- (b) no male candidate, who has more than one wife living and no female candidate, who has married a person having already a wife living, shall be eligible for appointment, unless the Central Government, after having been satisfied that there are special grounds for doing so, exempts any such candidate from the operation of this rule.

Recruitment Rules for the posts of Director and Deputy Director Education

Name of post	No. of Posts.	Classification	Scale of pay	Whether Selection post or Non-selection post	Age limit for direct recruits	Educational and other qualifications required for direct recruits
1	2	3	4	5	6	7
			Rs.	<i>Essential :—</i>		
1. Director of Education.	One	General Central Service Class I.	1,000—50— 1,400.	Selection	Below 45 years. Relaxable for Government servants.	(i) At least 2nd Class Master's or equivalent Honours degree of a recognised University. (ii) Degree/Diploma in Teaching/ Education of a recognised Institution. (iii) About 10 years' experience in the field of education, including about 5 years in responsible administrative capacity. (iv) Knowledge of local languages <i>viz.</i> Hindi/Urdu. (Qualifications relaxable at Commission's discretion in case of candidates otherwise well-qualified.)
				<i>Essential :—</i>		
2. Deputy Director of Education.	One	General Central Service Class I.	600—40— 1000— 1000— 1050— 1050— 1100—1100 1150.	Selection	Below 40 years. Relaxable for Government servants.	(i) At least 2nd Class Master's or equivalent Honours degree of a recognised University. (ii) Degree/Diploma in Teaching/ Education of a recognised Institution. (iii) About 7 years' experience in the field of education including about 3 years in responsible administrative capacity. (iv) Knowledge of local languages <i>viz.</i> Hindi/Urdu.

under the Delhi Administration.

Whether age and educational qualifications prescribed for the direct recruits will apply in the case of promotees	Period of probation, if any	Method of recruitment whether by direct recruitment or by promotion or transfer & percentage of the vacancies to be filled by various methods	In case of recruitment by promotion/transfer, grades from which promotion to be made	If a DPC exists what is its composition	Circumstances in which U.P.S.C. is to be consulted in making recruitment
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8	9	10	11	12	13
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Promotion :—

Not applicable.	One year	By promotion, failing which by transfer, failing both by direct recruitment.	1. Deputy Director. <i>Transfer :—</i>	Class I D.P.C.	As required under the rules.
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Officers of the Education Departments of Central/ State Governments with the qualifications prescribed under column 7.

Promotion :—

Not applicable.	One year	By promotion, failing which by transfer, failing both by direct recruitment.	(i) Assistant Director. (ii) District Inspector of Schools.	Class I D.P.C.	As required under the rules.
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Transfer :—

Officers of the Education Departments under the Central or a State Government with the qualifications prescribed under column 7.

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Desirable :—

Experience of work
in an examining
body, e.g., Board of
High/Higher Second-
ary Education.

(Qualifications relax-
able at Commis-
sion's discretion
in case of candi-
dates otherwise well
qualified.)

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[No. F. 6-246/57-SE.2.]

R. K. KAPUR,
Deputy Educational Adviser.

MINISTRY OF HEALTH

New Delhi, 2, the 7th December, 1959.

G. S. R. 1418.—in exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following amendment in the rules published with the Notification of the Government of India in the Ministry of Health No. F. 13-16/59-LSG., dated the 21st October, 1959 namely :—

In the Schedule appended to the said rules, the following item shall be added as item 5 at the end, namely :—

Name of the Posts	Its Classification : Whether Gazetted or non-gazetted and whether Ministerial or non-Ministerial	Scale of pay	No. of posts	Percentage of posts to be filled by				For direct recruitment only			For promotion, Transfer only Whether educational qualifications prescribed for direct recruitment will apply in case of appointment by promotion/Transfer	Grades/sources from which promotion/Transfer to be made
				Direct recruitment	by Seniority	Selection	Transfer	Age Limit	Educational & other qualifications required	Period of probation		
1	2	3	4	5	6	7	8	9	10	11	12	13

Rs.

Personal Assistant.	Ministerial Class III (Non-Gazetted)	160—10—330	1	By Transfer from Town Planning Organisation 100% (Falling which by direct recruitment)	Minimum 18 years & Maximum 25 Years.	1. Matriculation with at least 3 years experience as a Stenographer in a Government or Semi-Government office or in the office of the autonomous body but preference will	2 years	Yes.	Either by transfer from the Town Planning Organisation or direct recruitment.
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given to a graduate.

2. Speed in short-hand 120 w. p.
m. & speed in typing 45 w. p. m.

[No. F. 13-16/59-LSG.]

A. P. MATHUR, Under Secy.

